Overview

- Chicagoland’s advocacy voice for better biking, walking and transit
- Member-based not-for-profit organization
- Serve Chicago metro region

- Founded 1985 as Chicagoland Bicycle Federation
- 7,000 members and 20,000+ supporters
- 33 full-time staff, plus part-time and seasonal
Our Mission

To promote walking, bicycling, and public transit to create healthy, sustainable and equitable communities.
Our “50/50” Goal

We envision the region with half as many crashes and where half of all trips are made by walking, biking and transit.
Strategic Focus Areas

- Increase traffic safety and encourage physical activity through bicycling, walking and public transit.
- Create a world-class bicycle, pedestrian and transit network.
- Build a movement around bicycling, walking and public transit.

Chicagoland’s voice for better biking, walking and transit.
Our Vision: Bikeways for All

Chicagoland’s voice for better biking, walking and transit.
Step Two: Suburban Bikeways for All

- Outreach & Communication Tool
  - State of Biking in the Suburbs
  - Models of Successful Communities & Projects
  - Action Steps for Local, Regional, and State Government

- Focus: Promoting biking as everyday transportation in NE Illinois suburban contexts
State of Biking in the Suburbs
Bicycle Modeshare in the Suburbs

According to the Chicago Metropolitan Agency for Planning (CMAP), trips by bicycle represent less than 1% of trips in the region, but this number doubled between 2000 and 2014, growing faster than any other mode.

*Image: CMAP*
Infrastructure, Policies, and Plans

• **Off-Street Trails:** 4,000 miles of paved trails, unpaved trails suitable for biking, and sidepaths in NE Illinois

• **On-Street Bike Lanes:** 15 miles of striped bike lanes – unreliable data and does not include marked routes or sharrows

• **Plans & Policies:** 70 communities with Active Transportation Plans and/or Complete Streets Policies (that we know of)
# Bicycle Crashes & Fatalities

<table>
<thead>
<tr>
<th></th>
<th>City of Chicago</th>
<th>Cook County*</th>
<th>Cook County suburbs</th>
<th>Lake County</th>
<th>Will County</th>
<th>DuPage County</th>
<th>Kane County</th>
<th>Kendall County</th>
<th>McHenry County</th>
<th>Chicago Region</th>
<th>State of Illinois</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>2012 Crashes</strong></td>
<td>1578</td>
<td>2277</td>
<td>699</td>
<td>124</td>
<td>86</td>
<td>198</td>
<td>99</td>
<td>12</td>
<td>49</td>
<td>2845</td>
<td>3423</td>
</tr>
<tr>
<td><strong>2014 Crashes</strong></td>
<td>1664</td>
<td>2283</td>
<td>619</td>
<td>86</td>
<td>82</td>
<td>150</td>
<td>80</td>
<td>13</td>
<td>36</td>
<td>2730</td>
<td>3267</td>
</tr>
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<th>McHenry County</th>
<th>Chicago Region</th>
<th>State of Illinois</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>2012 Fatalities</strong></td>
<td>8</td>
<td>13</td>
<td>5</td>
<td>1</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>16</td>
<td>28</td>
</tr>
<tr>
<td><strong>2014 Fatalities</strong></td>
<td>6</td>
<td>12</td>
<td>6</td>
<td>8</td>
<td>2</td>
<td>3</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>26</td>
<td>27</td>
</tr>
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</table>

*Source: Illinois Department of Transportation*
What You Told Us: Supporter Survey

<table>
<thead>
<tr>
<th>Rank</th>
<th>Priority</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Installing protected bike lanes and other on-street bikeways</td>
</tr>
<tr>
<td>2</td>
<td>Improving intersections and crossings</td>
</tr>
<tr>
<td>3</td>
<td>Creating more off-street trails and paths</td>
</tr>
<tr>
<td>4</td>
<td>Providing better access from my town to trails</td>
</tr>
<tr>
<td>5</td>
<td>Improving bike access to shopping/dining</td>
</tr>
<tr>
<td>6</td>
<td>Improving bike access to transit stations</td>
</tr>
<tr>
<td>7</td>
<td>Improving bike access to school</td>
</tr>
</tbody>
</table>

![Bar chart showing the type of cyclist: Strong & Fearless, Enthused & Confident, Interested but Concerned, No Way]
Models of Success: Communities & Projects
<table>
<thead>
<tr>
<th>Location</th>
<th>Focus</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bensenville</td>
<td>Health-related funding for planning</td>
</tr>
<tr>
<td></td>
<td>Focus on active living to fight chronic disease</td>
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<tr>
<td></td>
<td>New CS policy and off-street trail in the works</td>
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<tr>
<td>Chicago Heights</td>
<td>Education &amp; encouragement</td>
</tr>
<tr>
<td></td>
<td>Innovative programming</td>
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<tr>
<td></td>
<td>Strong planning &amp; policy; new trail connections</td>
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<tr>
<td>Lowell, IN</td>
<td>Strong leadership &amp; institutionalized advocacy</td>
</tr>
<tr>
<td></td>
<td>First CS policy in NWI</td>
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<tr>
<td></td>
<td>Looking at Erie Lackawanna extension for regional connection</td>
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<tr>
<td>Aurora</td>
<td>Livability &amp; Economic Development</td>
</tr>
<tr>
<td></td>
<td>Robust Bike/Ped plan</td>
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<tr>
<td></td>
<td>Regional connections w/ innovative infrastructure</td>
</tr>
<tr>
<td>Evanston</td>
<td>Regional Lab</td>
</tr>
<tr>
<td></td>
<td>3% modeshare (but it's still hard!)</td>
</tr>
<tr>
<td></td>
<td>Updated bike plan, three protected bike lanes, Divvy bike share</td>
</tr>
</tbody>
</table>
Protected Bike Lanes (Cycletracks)

- Physical barrier provides separation
- Suitable for busy arterials
- ~20 miles installed in Chicago
- Evanston & Aurora
- Active Trans ‘Pop-Ups’
Neighborhood Greenways/Bike Boulevards

- Mix of treatments to optimize quiet side streets for biking and walking
  - Roundabouts
  - Contra-flow lanes
  - Curb bump-outs
  - Bike signals
- Oak Park & Highland Park
Off-Street Trails

- Ultimate low-stress bikeway
- Off-street, multi-use or dedicated paths
- Often re-purposed infrastructure
- ~4,000 miles in NE Illinois, but lack of connectivity
- CMAP Regional Greenways & Trails Plan helps to prioritize connections, update to be published in 2016
Bike Share

• Divvy – Evanston & Oak Park
• Zagster – Aurora
• Bike & Roll – Forest Preserve District of Cook County
Action Steps for Local, Regional, and State Government
Local Actions by Suburbs

1. Pass a local Complete Streets Policy

2. Adopt and implement an Active Transportation Plan

3. Incorporate Vision Zero

4. Calm and slow traffic at intersections and on local streets

5. Embrace development that is mixed-used and relatively dense

6. Include a fair share of budget for walking and biking

7. Ensure strong implementation through goal setting and community accountability
Regional Actions

1. Prioritize non-motorized modes in ONTO2050

2. Create incentives for bike- and walk-friendly development near transit stations

3. Ensure regionally programmed funding source prioritize active modes such as bicycling

4. Provide additional training and technical assistance to communities with limited staff capacity

5. Assist communities with limited local funds in raising local match money for federally funded projects
State Actions

1. Invest state dollars in bikeways projects and programs, including targeted support for planning and construction in high-need communities

2. Implement the Illinois State Bike Transportation Plan

3. Evaluate and report on the implementation of state Complete Streets to date and make improvements
What you can do

Get connected
- Sign up for our newsletters and advocacy alerts at activetrans.org

Be a leader
- Help us build the movement by connecting your friends and family to Active Trans, Ride Illinois, and other groups

Take action
- Join our Active Transportation Councils or help start one in your region
Thank you!

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